

Anexo 3 à CIA 06/2022



REQUERIMENTO A SOLICITAR A CONCESSÃO DE UMA ISENÇÃO

1. **REQUERENTE:**
Nome / Designação ___ "nome do operador" _____
Morada / Sede _____
NIF / NIPC _____
Certificado n.º (SE APLICÁVEL) _____ **Data de emissão** _____
Telefone _____ **Email** _____

2. **REQUISITO AO ABRIGO DO QUAL É SOLICITADA A ISENÇÃO:**
 Artigo 71.º (Regulamento (UE) 2018/1139) **Artigo 8.º** (Regulamento (CEE) n.º 3922/91)

3. **AERONAVE: (SE APLICÁVEL)**
Matrícula ___ N/A _____ **Fabricante** ___ N/A _____
Modelo ___ N/A _____ **N.º Série:** ___ N/A _____

4. **DOMÍNIO:**
 IAW: *Initial Airworthiness* **CAW:** *Continuing Airworthiness* **OPS:** *Air Operations*
 ACW: *Aircrew* **MED:** *Medical* **ADR:** *Aerodromes*
 ATM: *Air traffic Management – Air Navigation Systems*

5. **REQUISITOS A QUE SE REFERE A ISENÇÃO:**
DEFERRAL OF THE IMPLEMENTATION OF THE REG. (EU) 2021/1296 FUEL AND REG. (EU) 2021/2237 AWO.
Reg.: (EU) 965/2012 **Art.:** --- **Anexo:** _____ **Norma Técnica:** _____

6. **MOTIVO DA ISENÇÃO:**
 CIRCUNSTÂNCIAS IMPREVISÍVEIS URGENTES (indicar quais):
The Covid-19 outbreak_has resulted in a drastic reduction of staff in the operator, followed by an unprecedented demand for air travel in the summer of 2022. This resulted in a situation where the operator has limited capacity to implement the new requirements stemming from Regulation (EU) 2021/1296 and Regulation 2021/2237. Furthermore, some of the IT systems that help implement these regulations are not operational due to a lack of IT personnel either in the service provider or the operator.

 NECESSIDADES OPERACIONAIS URGENTES (indicar quais):
The "name of operator" has an urgent operational need to continue to operate after 30.10.2022 as the fuel and AWO requirements are critical elements that, without an exemption, the "name of operator" will need to stop operations. *
**The description of the urgent unforeseeable circumstances and urgent operational need can be complemented as needed by the operator.*



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7. PRAZO:

Isenção repetitiva? **NÃO** **ATÉ 8 MESES** **SUPERIOR A 8 MESES**

VALIDADE: 30.10.2022 a 30.04.2023

SIM VALIDADE: ____ a ____

Identificação das isenções anteriores (Referência ANAC e respetivos prazo(s) de validade: _____

8. FUNDAMENTO PARA NÃO SER POSSÍVEL DAR UMA RESPOSTA ADEQUADA FACE ÀS CIRCUNSTÂNCIAS IMPREVISÍVEIS OU NECESSIDADES OPERACIONAIS, EM CONFORMIDADE COM OS REQUISITOS APLICÁVEIS:

[As referred in point 6 above.](#)

9. IMPACTO RELATIVAMENTE À SEGURANÇA, À PROTEÇÃO DO AMBIENTE E À CONFORMIDADE COM OS REQUISITOS ESSENCIAIS APLICÁVEIS:

Environmental protection:

Environmental protection is not directly affected by this exemption, as the reductions on fuel expected in Annex I to regulation (EU) 2021/1296 are only available on a voluntary basis and therefore are not mandatory.

Market distortion:

This exemption allows the “name of operator” to continue to operate normally, following the requirement related to FUEL and AWO under Regulation 965/2012, applicable until 30.10.2022. The new regulatory framework stemming from Annex I to reg. (EU) 2021/1296 and Regulation (EU) 2021/2237 applicable from 30.10.2022 provides a more efficient set of requirements where the operator on a voluntary basis can reduce the fuel intake and/or reduce the aerodrome operating minima, leading to a more efficient operation. That means that operators under the exemption will have NO competitive advantage versus the operator that will apply the new regulatory framework.

Essential requirements of Regulation (EU) 2018/1139:

Based on the above explanations, compliance with the essential requirements of Annex V to Regulation (EU) 2018/1139 is ensured with this exemption.



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10. MEDIDAS DE MITIGAÇÃO:

The requirements in regulation 965/2012 on Fuel and AWO applicable before 30.10.2022 remain in place during the exemption period. However, the following additional mitigation measures are deemed necessary.

1. A risk assessment on the effects of the delayed implementation of those regulations on our activities was performed.
2. “name of Operator” will, without undue delay, notify ANAC of any negative consequence that come across and take appropriate mitigating measures.
3. If applicable, “name of operator” approved in the former regulatory framework applicable until 30.10.2022 for CAT III A NO DH will increase their minima to 50 ft DH.
4. If applicable, “name of operator” authorised in the former regulatory framework applicable until 30.10.2022 for a CAT III A can not decrease the RVR to the new value of 175 meters and instead, will remain at 200 meters as per the regulatory framework applicable until 30.10.2022.
5. If applicable, “name of operator” authorised before 30.10.2022 to conduct LTS CAT I operations will increase the RVR minima to the CAT I RVR value of the instrument approach procedure.
6. If not already implemented, pilots will report low fuel status or energy fuel situations in the way established by the SIB 2018-08 by reporting to ATC “minimum fuel” and/or “mayday fuel”.
7. If the approach charts that will be provided to the pilots after 30.10.2022 follow the new approach categorisation stemming from Reg. (EU) 2021/2237, “name of operator” will ensure that the flight crews are aware of the new approach categorisation (e.g. CAT III A & B is replaced with CAT III, type A & B instrument approach operation...etc.)

11. O REQUERENTE:

Assinatura _____ Data ____/____/____

(Identificar a qualidade em que assina caso não seja o proprietário ou o legal representante)