

 <p>ANAC Autoridade Nacional da Aviação Civil Portuguese Civil Aviation Authority</p>	<p>AUTORIDADE NACIONAL DA AVIAÇÃO CIVIL</p> <p>Direção de Operações de Voo Departamento De Transporte Aéreo REQUERIMENTO APROVAÇÃO SPA.ETOPS REGULAMENTO (UE) 965/2012</p>
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OPERADOR: <i>Operator</i>		COA: <i>AOC</i>		PT- /	
Aprovação Inicial <input type="checkbox"/> <i>Initial Approval</i>		Alteração <input type="checkbox"/> <i>Change</i>			
Âmbitos <i>Scopes</i>		<input type="checkbox"/> CAT / <input type="checkbox"/> NCC / <input type="checkbox"/> SPO / <input type="checkbox"/> ORO.AOC.125			
AERONAVE <i>Aircraft</i>	Marca: <i>Manufacturer</i>				
	Modelo: <i>Model</i>				
	Reg.(s): <i>Registr..:</i>				
	S/N (s):				
Manual de Operações, EDIÇÃO <i>Operations manual , Edition/Issue</i>		<input type="checkbox"/> :	REVISÃO <i>Revision</i>	<input type="checkbox"/> :	
Min. Equip. List - MEL, EDIÇÃO <i>Min. Equip. List - MEL Edition/Issue</i>		<input type="checkbox"/> :	REVISÃO <i>Revision</i>	<input type="checkbox"/> :	

This form can be filled in on screen (preferred method) then printed, signed and submitted as instructed. Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.
This form should be submitted to ANAC together with the Form 9.2.6.4.36.

1. Type of Application- must be completed for any application to be processed.

a) Please confirm:	
As an Operator, is this an 'Initial' Application	YES <input type="checkbox"/> / NO <input type="checkbox"/>
As an Operator, is this an Application for " <i>accelerated</i> ETOPS"	YES <input type="checkbox"/> / NO <input type="checkbox"/>
As an Operator, is this an Application for " <i>in-Service</i> ETOPS"	YES <input type="checkbox"/> / NO <input type="checkbox"/>
It is an extension to existing approval and fleet.	YES <input type="checkbox"/> / NO <input type="checkbox"/>
Is an approval extension to another fleet.	YES <input type="checkbox"/> / NO <input type="checkbox"/>
b) Please confirm approval category:	
Approval for 90 minutes or less diversion time	YES <input type="checkbox"/> / NO <input type="checkbox"/>
Approval for diversion time above 90 minutes up to 180 minutes	YES <input type="checkbox"/> / NO <input type="checkbox"/>
Approval for diversion time above 180 minutes	YES <input type="checkbox"/> / NO <input type="checkbox"/>
Approval for diversion times above 180 minutes of operators of two-engine airplanes with a maximum passenger seating configuration of 19 or less and a maximum take-off mass less than 45 360 kg	YES <input type="checkbox"/> / NO <input type="checkbox"/>
c) Please confirm required approval for the fleet listed	
The maximum distance from an adequate aerodrome applicable is NM.
The maximum diversion time applicable for ETOPS-Operation is Minutes.

2. Requirements



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Requirements	Subjects	Value	OM Reference or Document Reference
CAT.OP.MPA.140 (b)	The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding VMO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative.		
CAT.OP.MPA.140 (c)	The operator shall include the following data, specific to each type or variant, in the operations manual:		
CAT.OP.MPA.140 (c)(1)	the determined OEI cruising speed ; and		
CAT.OP.MPA.140 (c)(2)	the determined maximum distance from an adequate aerodrome .		

3. Technical Information

Ops Manual	Subjects	Requirements	OM Reference or Document Reference
Part A General	Documents/ regulations used in compiling ETOPS Manual/ Procedures	EASA Air Ops SPA.ETOPS EASA AMC 20-6 FAA AC 120-42B	
	Brief description of ETOPS.	Concept and bases of regulation	
	Definitions.	Extended Operations. Adequate aerodrome. Approved one-engine inoperative cruise speed. Threshold distance/time. Adequate ETOPS en-route alternate. Equal time points. Rule distance/time. ETOPS segment. ETOPS significant system. Maximum approved diversion time. Dispatch.	
Part A General	Criteria.	Company AOC defined operating area. List of certified aircraft types/engine combinations.	
	Approval.	Approved diversion time.	
	Qualifications.	Crew qualifications. ETOPS qualified dispatcher personnel. ETOPS qualified operations staff. ETOPS qualified maintenance personnel.	
	Training (Initial and Recurrent) and Checking.	Flight crew training and Operations Manuals. Flight crew currency requirements.	
	ETOPS Authorisation.	Commander's responsibilities. Statement to show when ETOPS are allowed.	



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Ops Manual	Subjects	Requirements	OM Reference or Document Reference
	ETOPS Flight Preparation and Planning.	Aircraft serviceability and MEL. Communication and navigation facilities. Critical fuel scenario. Critical fuel reserve. ETOPS alternate aerodrome selection. ETOPS alternate planning minima. Pre-dispatch and post-dispatch weather minima. Computerised flight plan. Delayed dispatch. Maintenance check (pre-departure service check). Verification flights.	
	Flight Crew Procedures.	Crew responsibilities. Flight documentation/chart handling. Fuel management. Weather monitoring and Icing. Change of routing. Diversion decision-making. Crew workload management.	
Part B Type Specific	Type-related ETOPS Operations.	Identification of ETOPS aeroplanes. Types of ETOPS operations that are approved. Placards and limitations. One-engine inoperative speed.	
	Type-specific Planning Requirements.	Detail planning requirements	
	ETOPS Fuel Planning.	Including critical fuel scenario.	
Part B Type Specific	MEL/CDL.	OPS-specific MEL/CDL items.	
	Aeroplane Systems.	Performance data. Aerodrome technical differences, navigation fit, communications fit.	
	Abnormal and contingency Procedures.	Navigation failures. Action to be taken on ETOPS-significant system failure. Low fuel scenario. Crew incapacitation.	
Part C Route/Aerodrome Instructions	ETOPS Areas and Routes.	Approved area of operation. ETOPS en-route alternates. Performance restrictions and weather minima for en-route alternates. Meteorological facilities/information. Low altitude cruise information. Route minimum diversion altitudes. MSA restrictions. Route-specific oxygen requirements.	

Ops Manual	Subjects	Requirements	OM Reference or Document Reference
Part D Training	Ground, Simulator and Line Training (Conversion and Recurrent Syllabus)	General: <ul style="list-style-type: none"> ETOPS overview. ETOPS regulations. ETOPS type design approval. Definitions. Approved one-engine inoperative speed. Maximum approved diversion time. Operator's approved diversion time. ETOPS area of operation. ETOPS routes. ETOPS alternate aerodromes and weather minima. Navigation systems accuracy, limitations and operating procedures. Meteorological facilities and information. In-flight monitoring and procedures. Computerised flight plan. Charts and position plotting. Equal time point. Critical fuel. 	
Part D Training	Ground, Simulator and Line Training (Conversion and Recurrent Syllabus)	Normal procedures: <ul style="list-style-type: none"> Flight planning and dispatch. ETOPS fuel requirements. Route alternate selection - weather minima. MEL - equipment-specific. ETOPS service check and technical log. Pre-flight FMS set-up. Flight performance progress monitoring. Flight management, navigation and communication systems. Aeroplane system monitoring. Weather monitoring. In-flight fuel management (to include independent cross-checking of fuel quantity). 	
Part D Training	Ground, Simulator and Line Training (Conversion and Recurrent Syllabus)	Abnormal and contingency procedures: <ul style="list-style-type: none"> Diversion procedures and diversion 'decision- making'. Navigation and communication systems, including appropriate flight management devices in degraded modes. Fuel management with degraded systems. Procedures for single and multiple failures in flight affecting ETOPS sector entry and diversion decisions. Operating on standby power. Operational restrictions associated with system failures including any applicable MEL considerations. 	



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Ops Manual	Subjects	Requirements	OM Reference or Document Reference
	Flight Operations Staff and Dispatchers	Outline of training syllabus to include: <ul style="list-style-type: none"> • ETOPS regulations • Operational approval • Aeroplane performance • Diversion procedures • Area of operation • Fuel requirements • Dispatch considerations: MEL, CDL, weather minima and alternate airports • Delayed dispatch • Documentation 	

4. List of Other Documentation Annexed.

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5. Summary.

ii) Do the Operations Manuals include all above listed elements to support such operations?	YES <input type="checkbox"/> / NO <input type="checkbox"/>
iii) Does the Operator's MEL embody all operational procedures and processes for upgrade / downgrade of ETOPS due to system failures within such critical systems?	YES <input type="checkbox"/> / NO <input type="checkbox"/>
iv) Has ETOPS training, both initial and recurrent, for flight crew been incorporated in Training practices? If Yes, provide details:	YES <input type="checkbox"/> / NO <input type="checkbox"/>
b) Give details of crew experience in ETOPS operations.	
c) What is your Proposed Date for the commencement of ETOPS operations? _____	



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6. Technical Declaration

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate and a true statement of all the aircraft on this maintenance programme and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.

I further declare that I hold all the necessary aircraft data and airworthiness records to enable confirmation that the aircraft is ETOPS compliant and contracted CAMO & Maintenance Organizations are capable to support ETOPS operations.

I understand that the ANAC may conduct sample checks upon aircraft, the location of the maintenance and aircraft records.

Name of person holding technical responsibility: _____

Person holding technical responsibility: **Operator AIRWORTHINESS MANAGER**

Signature of Airworthiness Manager (person technically responsible):

I hereby declare that to the best of my knowledge, the particulars entered on this application related to "Flight Operations Elements" are accurate and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.

Name of person holding Flight Operations responsibility as FOM: _____

Signature of FOM (person holding Flight Operations responsibility):

Date: _____

Please note that a minimum of 60 working days will normally be required to check and confirm the information given above - If data is missing or omitted, the process may take considerably longer.