



AUTORIDADE NACIONAL DA AVIAÇÃO CIVIL

Direção de Operações de Voo
Departamento de Transporte Aéreo

REQUERIMENTO PARA APROVAÇÃO NON – ETOPS, CAT.OP.MPA.140 REGULAMENTO (UE) 965/2012

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		
AERONAVE <i>Aircraft</i>	Marca: <i>Maker:</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. Together with this form operators should submit Form 9.2.6.4.36 to request OpSpecs alteration.

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"/>
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"/>
The maximum distance from an adequate aerodrome applicable isMinutes/.....NM.

2. Requirements

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.		

2. Technical Information



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Ops Manual	Subjects	Requirements	OM Reference or Document Reference
Part A General	Documents/ regulations used in compiling Manual/ Procedures	EASA Air Ops AMC1 CAT.OP.MPA.140(d) EASA AMC 20-6	
	Brief description	Concept and bases of regulation	
	Definitions.	Extended Operations. Adequate aerodrome. Approved one-engine inoperative cruise speed. Threshold distance/time. Adequate en-route alternate. Equal time points. Rule distance/time. 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. Qualified dispatcher personnel. Qualified operations staff.	
	Training (Initial and Recurrent) and Checking.	Flight crew training and Operations Manuals. Flight crew currency requirements.	
	Authorisation.	Commander's responsibilities. Statement to show when extended operations are allowed.	
	ETOPS Flight Preparation and Planning.	Aircraft serviceability and MEL. Communication and navigation facilities. Critical fuel scenario. Critical fuel reserve. Alternate aerodrome selection. 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 Operations Specifications.	Identification of approved aeroplanes. Types of approved operations. Placards and limitations. One-engine inoperative speed.	
	Type-specific Planning Requirements.	Detail planning requirements	
	Fuel Planning.	Including critical fuel scenario.	



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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 significant system failure. Low fuel scenario. Crew incapacitation.	
Part C Route/Aerodrome Instructions	Extended Operation Areas and Routes.	Approved area of operation. 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. Aerodrome characteristics (landing distance available, take off distance available) and weather minima for aerodromes that are designated as possible alternates	
Part D Training	Ground, Simulator and Line Training (Conversion, Initial and Recurrent Training Syllabus)	General: <ul style="list-style-type: none"> Extended Operation overview. Extended Operation regulations. Extended Operation type design approval. Definitions. Approved one-engine inoperative speed. Maximum approved diversion time. Operator's approved diversion time. Extended Operation area of operation. Extended Operation routes. 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, Initial and Recurrent Training Syllabus)	Normal procedures: <ul style="list-style-type: none"> Flight planning and dispatch. Fuel requirements. Route alternate selection - weather minima. MEL - equipment-specific. 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). 	



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Ops Manual	Subjects	Requirements	OM Reference or Document Reference
Part D Training	Ground, Simulator and Line Training (Conversion, Initial and Recurrent Training 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 Extended Operation sector entry and diversion decisions. • Operating on standby power. • Operational restrictions associated with system failures including any applicable MEL considerations. 	
	Flight Operations Staff and Dispatchers	Outline of training syllabus to include: <ul style="list-style-type: none"> • Extended Operation regulations • Operational approval • Aeroplane performance • Diversion procedures • Area of operation • Fuel requirements • Dispatch considerations: MEL, CDL, weather minima and alternate airports • Delayed dispatch • Documentation 	

3. List of Other Documentation Annexed.

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4. 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 operations due to system failures within such critical systems?	YES <input type="checkbox"/> / NO <input type="checkbox"/>
iv) Has 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 <i>Extended Operation</i> or ETOPS operations. _____ _____ _____	



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c) What is your Proposed Date for the commencement of *Extended Operations*

5. Technical Declaration

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.

Person holding Flight Operations responsibility (FLIGHT OPERATIONS MANAGER):

Name: -----

Signature: -----

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.