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| **APPLICATION FOR EXTENDED OPERATIONS (ETOPS) OPERATIONAL APPROVAL** |

This application form must be in possession of the Belgian CAA at least 30 days in case of variation of an existing AOC and/or Operations specifications,

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| 1. **Contact details** | |
| Operator name |  |
| Trading as |  |
| AOC number if available |  |
| Addresses (headquarters, base(s)) |  |
| Phone number(s) |  |
| email(s) |  |

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| 1. **ETOPS Category applied for** | |
| a) 90 minutes or less | minutes |
| b) above 90 minutes up to 180 minutes | minutes |
| c) above 180 minutes | minutes |
| Approval process applied for | ☐ Accelerated ETOPS Acc to Section 5 of AMC 20-6 rev.2  ☐ In-Service ETOPS Acc to Section 6 of AMC 20-6 rev.2 |

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| 1. **Aircraft Details Required for all approval requests** | | | | | |
| **Airplane Type** | **Registration** | **MSN** | **Engine Combination** | **Approved OEI Max planned distance** | **Approved OEI cruise speed** |
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| 1. **ETOPS NOTES FOR COMPLETION** |
| **1. Applicability**  Extended Operations (ETOPS) applies to operators wishing to operate two-engined Aeroplanes beyond the threshold distance determined in accordance with CAT.OP.MPA.140. Such routes could be long ocean crossings, polar routes or routes where there are limited diversions airports Available.  The requirements for Operator operational Approval to carry out ETOPS are laid out in Subpart F of Regulation 965/2012 and EASA AMC 20-6 rev.2.  **ETOPS is a major process, which will involve all aspects of a company's operation. It is therefore strongly recommended that your Operations Inspector be contacted before submitting an application.** |
| **2. Operator´s ETOPS Operational Manual Matrix**  Section D of this application form is the Operator's ETOPS Operations Manual Matrix. All applicants should complete Column 3 of this matrix in full. If more than one type of aircraft/fleet is included in a single application a completed matrix should be included for each aircraft/fleet. |
| **3. Documents to be included with the application**  Copies of all documents referred to in Column 3 of the Operator's ETOPS Operations Manual Matrix should be included when returning the completed application form to BCAA-OPS. Do not send complete manuals, only the relevant sections/pages will be required. All documents should be submitted electronically to ops.queries@mobilit.fgov.be |

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| 1. **APPLICANT'S ETOPS SUBMISSIONS MATRIX** |

Please complete your review of your Operations Manual. The ETOPS flight operations minimum requirements are given in the table below.

Enter the Operations Manual references in the last column and return the matrix, together with copies of the relevant pages of the Operations Manual, to the address given in paragraph 3 of Section D.

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| **Subjects** | **Requirements** | **Operations Manual Reference or Document Reference** |
| **Operations Manual – Part A: General** | | |
| Documents/regulations used in compiling ETOPS Manual/Procedures | Commission Regulation (EU) 965/2012 Part-SPA  EASA AMC 20-6 |  |
| Brief description of ETOPS |  |  |
| 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. |  |
| 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 route and aerodrome training.  Flight crew currency requirements. |  |
| ETOPS Authorisation | Commander’s responsibilities.  Statement to show when ETOPS are allowed. |  |
| ETOPS Flight Preparation and Planning | Aircraft serviceability and MEL.  Communication and navigation facilities.  Critical fuel scenario.  Critical fuel reserve.  ETOPS alternate aerodrome selection and RFFS capability.  ETOPS alternate planning minima.  Pre-dispatch and post-dispatch weather minima.  Computerised flight plan.  Delayed dispatch.  Maintenance pre-departure service check.  ETOPS verification (following maintenance) flights. |  |
| Flight crew procedures | Crew responsibilities.  Flight documentation/chart handling.  Fuel management.  Weather monitoring.  Change of routing.  Diversion decision-making.  Icing.  Crew workload management. |  |
| **Operations Manual – Part B: Type specific** | | |
| Type-related ETOPS operations | Identification of ETOPS aeroplanes.  Types of ETOPS operations that are approved. |  |
| Type specific Planning Requirements |  |  |
| ETOPS Fuel Planning | Including critical fuel scenario. |  |
| MEL/CDL | ETOPS-specific MEL/CDL items. |  |
| Aeroplane Systems | Performance data.  Aeroplane technical differences, special equipment (e.g. satellite communications) and modifications required for ETOPS. |  |
| Non-normal Procedures | Navigation failures.  Action to be taken on ETOPS-significant system.  Low fuel scenario.  Crew incapacitation. |  |
| **Operations Manual – Part C: Route and 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 and availability of information for in-flight monitoring.  Low altitude cruise information.  Route minimum diversion altitudes.  MSA restrictions.  Route-specific oxygen requirements. |  |
| **Operations Manual – Part D: Training** | | |
| Ground, Simulator and Line Training | * ETOPS overview. * ETOPS regulations. * ETOPS Type Design Approval. * Definitions. * Approved One-Engine-Inoperative Cruise Speed; * Maximum approved diversion times and time-limited systems capability. * Operator’s Approved Diversion Time. * ETOPS area of operations. * ETOPS routes. * ETOPS Operations Approval * ETOPS alternate aerodromes and weather minima. * Navigation systems accuracy, limitations and operating procedures. * Meteorological facilities and availability of information. * In-flight monitoring procedures. * Computerised Flight Plan; * Charts and position plotting. * Equal time point. * Critical fuel. |  |
| Part D - Ground, Simulator and Line Training cont. | Normal procedures:   * Flight planning and Dispatch: * Route Alternate selection - weather minima. * ETOPS Fuel requirements. * MEL – ETOPS 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.   Abnormal and contingency procedures:   * 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 these system failures including any applicable MEL considerations. |  |
| ETOPS Simulator Training and Line Flying Under Supervision | Pilot’s conversion training (a minimum of two ETOPS sectors including an ETOPS line check).  Annual refresher training. |  |
| Flight Operations Staff and Dispatchers Training | Outline of training syllabus to include:   * 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 |  |

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| 1. **Management of change** |

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| **Safety Management System** | | |
| Operational Risk Assessment | Attach an Operational Risk Assessment highlighted associated risks and mitigating actions. |  |



* An operational validation flight may be required so that the operator can demonstrate dispatch and normal in-flight procedures. The content of this validation flight will be

determined by the Competent Authority based on the previous experience of the operator.

* Upon successful completion of the validation flight, when required, the operator should modify the operational manuals to include approval for ETOPS as applicable

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| **NAME & Signature of Nominated person :**  Date of signature (dd/mmm/yyyy) : | **NAME & Signature of the Compliance Monitoring Manager :**  Date of signature (dd/mmm/yyyy) : |
| Number of attached annexes : |  |