COMPLIANCE CHECKLIST\*

**ETOPS**

**Extended Range Operations with two-engined Aeroplanes**

Version 2017-07-03

COMMISSION REGULATION (EU) No 965/2012

of 5 October 2012

Updated with Commission Regulations:

(EU) 800/2013, 14 Aug 2013 (NCC,NCO)

(EU) 71/2014, 27Jan 2014 (OSD)

(EU) 83/2014, 29 Jan 2014 (FTL)

(EU) 379/2014, 7 Apr 2014 (SPO, CAT sailplanes & balloons, CAT A-A)

(EU) 2015/140, 29 Jan 2015 (Sterile flight deck)

(EU) 2015/640, 23 Apr 2015 (Part 26)

(EU) 2015/1329, 31 Jul 2015

(EU) 2015/2338, 16 Dec 2015 (Flight recordings)

(EU) 2016/1199, 23 Jul 2016 (PBN, HOFO, Aeronautical data)

(EU) 2017/363, 01 Mar 2017 (SET-IMC, DG training, Non-comm SPO, NCC, non-comm SPO)

Updated with ED-Decisions (AMC/GM):

2012/019/R, 2013/020/R, 2015/022/R, 2016/020/R, 2016/022/R

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| Name of organisation |       |
| AOC reference |       |
| Audit reference | TSL       |
| TSL Audit staff |       |
| Signature |  |
| TSL Audit staff |       |
| Signature |  |
| Date(s) of audit |       |
| Date of completion |       |

How to use Compliance Checklist (CCL)

This Compliance Checklist is meant to be an aid to show compliance with the rules in an application for Minimum Navigation Performance Specifications, ETOPS. The CCL encompass the Implementing Rules as well as the associated AMCs and GMs.

Every rule reference in this document is followed by a box where the operator, in the first column, shall state where in the Operations Manual the subject is described. It will not be acceptable with just “OM-A” or “OM-A chapter 5”; the reference must be to the detailed level to facilitate the review.

The two following columns are solely for the use of the Authority.

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| State how and where the rule is implemented (Ex. Ref. to OM-A 5.4.3.5)If the rule is Not Applicable state N/A | SCAA notes | **\*\***Assessment |

\*Note: Disclaimer: This document is meant as an aid for operators to comply with the applicable rules. If any differences or discrepancies would exist between this document and the applicable EU regulations and EASA AMC/GM/CS the latter prevail and must always be consulted.

\*\* Note: The right hand part of each box above to be completed by SCAA with one of four indicators:

 1. **C** means Compliance;

 2. **N/A** means that the rule is Not Applicable to the reviewed activity;

 3. **N/R** means the rule is applicable but Not Reviewed;

 4. **R** means Remark.

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| **The application shall contain** |
| * EASA Form 2, signed by Accountable Manager
* This compliance checklist filled as applicable
* Supporting documents of aircraft capability
* Revisions of applicable operations manuals and Aircraft Maintenance Programme
* Supporting documents of simulator capability
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*ANNEX V*

**SPECIFIC APPROVALS**

**[PART-SPA]**

**SPA.GEN.100 Competent authority**

(a) The competent authority for issuing a specific approval shall be:

(1) for the commercial operator the authority of the Member State in which the operator has its principal place of business;

(2) for the non-commercial operator the authority of the State in which the operator is established or residing

(b) Notwithstanding (a)(2), for the non-commercial operator using aircraft registered in a third country, the applicable requirements under this Annex for the approval of the following operations shall not apply if these approvals are issued by a third country State of Registry:

(1) Performance-based navigation (PBN);

(2) Minimum operational performance specifications (MNPS);

(3) Reduced vertical separation minima (RVSM) airspace.

**SPA.GEN.105 Application for a specific approval**

(a) The operator applying for the initial issue of a specific approval shall provide to the competent authority the documentation required in the applicable Subpart, together with the following information:

(1) the name, address and mailing address of the applicant;

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(2) a description of the intended operation.

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(b) The operator shall provide the following evidence to the competent authority:

(1) compliance with the requirements of the applicable Subpart;

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(2) that the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 are taken into account.

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(c) The operator shall retain records relating to (a) and (b) at least for the duration of the operation requiring a specific approval, or, if applicable, in accordance with Annex III (Part-ORO).

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**AMC1 SPA.GEN.105(a) Application for a specific approval**

DOCUMENTATION

(a) Operating procedures should be documented in the operations manual.

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(b) If an operations manual is not required, operating procedures may be described in a manual specifying procedures (procedures manual). If the aircraft flight manual (AFM) or the pilot operating handbook (POH) contains such procedures, they should be considered as acceptable means to document the procedures.

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**SPA.GEN.110 Priviliges of an operator holding a specific approval**

The scope of the activity that an operator is approved to conduct shall be documented and specified:

(a) for operators holding an air operator certificate (AOC) in the operations specifications to the AOC;

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(b) for all other operators in the list of specific approvals.

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**SPA.GEN.115 Changes to a specific approval**

When the conditions of a specific approval are affected by changes, the operator shall provide the relevant documentation to the competent authority and obtain prior approval for the operation.

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**SPA.GEN.120 Continued validity of a specific approval**

Specific approvals shall be issued for an unlimited duration and shall remain valid subject to the operator remaining in compliance with the requirements associated with the specific approval and taking into account the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.

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SUBPART F

***EXTENDED RANGE OPERATIONS WITH TWO-ENGINED AEROPLANES***

 ***(ETOPS)***

**SPA.ETOPS.100 ETOPS**

In commercial air transport operations, two-engined aeroplanes shall only be operated beyond the threshold distance determined in accordance with CAT.OP.MPA.140 if the operator has been granted an ETOPS operational approval by the competent authority.

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**SPA.ETOPS.105 ETOPS operational approval**

To obtain an ETOPS operational approval from the competent authority, the operator shall provide evidence that:

(a) the aeroplane/engine combination holds an ETOPS type design and reliability approval for the intended operation;

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(b) a training programme for the flight crew members and all other operations personnel involved in these operations has been established and the flight crew members and all other operations personnel involved are suitably qualified to conduct the intended operation;

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(c) the operator’s organisation and experience are appropriate to support the intended operation;

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(d) operating procedures have been established.

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**GM1 SPA.ETOPS.105 ETOPS operational approval**

AMC 20-6

AMC 20-6 provides further criteria for the operational approval of ETOPS.

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**SPA.ETOPS.110 ETOPS en-route alternate aerodrome**

(a) An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.

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(b) Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator’s approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.

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(c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.

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**SPA.ETOPS.115 ETOPS en-route alternate aerodrome planning minima**

(a) The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until one hour after the latest possible time of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1.

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(b) The operator shall include in the operations manual the method for determining the operating minima at the planned ETOPS en-route alternate aerodrome.

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 ***Table 1***

 **Planning minima for the ETOPS en-route alternate aerodrome**

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| **Type of approach** | **Planning minima** |
| Precision approach | DA/H + 200 ftRVR/VIS + 800 m¹ |
| Non-precision approach or Circling approach | MDA/H + 400 ft¹RVR/VIS + 1500 m |
| ¹ VIS: visibility; MDA/H: minimum descent altitude/height |

**-END-**