Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY

Send til:
postmottak@caa.no eller

Luftfartstilsynet
Operativ avdeling/OF
Postboks 243
8001 BODØ

Søknadsskjemaet er hovedsakelig skrevet på engelsk grunnet faguttrykk relatert til EASA OPS. Søkere anbefales å gjennomgå *EU OPS ETOPS notes (Section II) for Completion* før utfyllelse av skjemaet.
Vennligst bruk blokkbokstaver og svart eller mørkblå penn.

Skjemaet er konstruert til å fremlegge alle nødvendige informasjon fra søkende selskap som ønsker ETOPS godkjennelse.

Extended (ETOPS) Operational Approval

Section I	**Page 1**	**Operator/Airframe Details**	**Completion mandatory**
Section II	**Page 3**	**ETOPS notes for completion**	
Section III	**Page 4**	**Signature Block**	**Completion mandatory**
Section IV	**Page 5 - 9**	**Operator's ETOPS Operation manual matrix**	**Completion mandatory**

Section I Operator/Airframe Details

Applicants details – required for all Approval request
Please give the official name, business or trading name, address, mailing address, e-mail address and contact telephone numbers of the applicant. Note: For AOC holders – company name, AOC number and address/e-mail address:

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2. Aircraft Details – required for all Approval requests		
Aeroplane type	**Aeroplane Series**	**Registration**

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Section II ETOPS NOTES FOR COMPLETION

1. Applicability

Extended operation (ETOPS) applies to operators wishing to use twin-engine aircraft more than 60 minutes flying time from a suitable diversion aerodrome. Such routes could be long ocean crossing, polar routes or routes where there are limited diversions available, e.g. trans Siberia

The requirements for Operator Approval to carry out ETOPS are laid out in EU-OPS and

EASA AMC 20-6. Additional guidance can be obtained from appointed CAA inspector.

ETOPS is a major process, which will involve all aspects of a company's operation. It is therefore strongly recommended that your Flight Operations Inspector be contacted before submitting an application. It is likely that MNPS, RVSM and RNP-10 approval will also be required

2. Operator's ETOPS Operational manual matrix

Section IV of this application form is the Operator's ETOPS Operational Manual Matrix. All applicants should complete column 4 of this matrix in full. If more than one type of aircraft/fleet is included in a single application a complete matrix should be included for each aircraft/fleet.

Failure to complete the ETOPS Operations manual matrix may result in a delay in processing application.

3. Documents to be included with this application

Copies of all documents referred to in column 4 of the Operator's ETOPS Operations manual matrix should be included when returning the completed application form to the CAA Norway. Original documents should not be sent. Photocopies are sufficient. Do not send complete manuals, only the relevant sections/pages will be required.

The issue of an ETOPS approval will incur a charge. Details of charges can be found in BSL A 1-2 CAA charges available at www.luftfartstilsynet.no

Failure to include all relevant documentation and correct fee may result in a delay in processing your application.

4. Submission and Enquiries

Address for submissions:
Luftfartstilsynet
Postboks 243
N-8001 Bodø

E-Mail: Postmottak@caa.no

Contact details for enquiries about ETOPS:
Appointed CAA inspector: 75585000

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Section III Signature Block
Signature: ……..
Name(block letter) ……..
Appointment: ……..
Date: ……..
Please note that a minimum of 90 working days will normally be required to process and issue an ETOPS approval – if data is missing or omitted the process may take considerably longer.

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SECTION IV 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 photocopies of the relevant pages of the Operation manual, to the address given in § 4 of section II

Operations manual	**Subject**	**Requirements**	**Operators Operation manual Reference Or Document reference**
Part A General	Documents/regulations used in compiling ETOPS Manual/Procedures	EU-OPS EASA AMC 20-6 EASA OPS AMC1 CAT.OP.MPA.140 (c)	
	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 training and Operations manuals Flight crew currency requirements	
	ETOPS Authorization	Commander's responsibilities Statement to show when ETOPS are allowed	

Operation Manual	Subjects	Requirements	Operators Operations manual Reference or Document Reference
Part A General (continued)	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 Computerized 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 Change of routing Diversion decision-making Crew workload management	
Part B Type Specific	Type-related ETOPS operations	Identification of ETOPS aeroplanes Types of ETOPS operation that are approved Placards and limitations One-engine operative speed	
	Type-specific Planning requirements		
	ETOPS fuel Planning	Including fuel senario	
	MEL/CDL	ETOPS –specific MEL/CDL items	
	Aeroplane System	Performance data Aerodrome technical differences, navigation fit Communications fit	
	Non-normal procedures	Navigation failures Action to taken on ETOPS-significant system Low fuel scenario Crew incapacitation	

Operation Manual	Subjects	Requirements	Operators Operations manual Reference or Document reference
Part C Route and Aerodrome Instructions	ETOPS area and routes	Approved area of operations ETOPS en-route alternate Performance restrictions and weather minima for en-route alternates Meteorological facilities/information Low altitude cruise information Route minimum diversion altitude MSA restrictions Route-specific oxygen requirements	
Part D Training	Ground Simulator and Line Training	General: • ETOPS overview • ETOPS regulations • ETOPS type design approval • Definitions • Approved on-engine inoperative speed • Maximum approved diversion time • Operator's approved diversion time • ETOPS area of operation • ETOPS route • ETOPS alternate aerodromes and weather minima • Navigation system accuracy, limitations and operating procedures • Meteorological facilities and information • In-flight monitoring and procedures • Computerized flight plan • Chart and position plotting • Equal time point • Critical fuel	

Operations manual	Subjects	Requirements	Operators Operation manual Reference Or Document reference
Part D Training (continued)		Normal Procedures: • 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 • NON-NORMAL PROCEDURES • Diversion procedures and diversion decision making • Navigation and communication system, including appropriate flight management devices in degraded modes • Fuel management with degraded systems • Procedure 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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Any further comments to support your applications:
