

	CIVIL AVIATION AUTHORITY OF BANGLADESH Flight Standard & Regulations Division Compliance Checklist for Specific Approval-ETOPS (To be attached to the SPA application and documentation)	AOC number: Aircraft Type: MSN
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In accordance with SPA.ETOPS.100, ETOPS flight shall only be made if the operator has been granted an ETOPS approval.

This compliance Checklist is designed to assist operators in demonstrating compliance with the applicable requirements.

An application for ETOPS approval will be connected with either an application for a new AOC, an application to add a new aircraft type to an existing AOC, or an application to add ETOPS approval to an aircraft type already listed on the AOC. In all cases, this Compliance Checklist should be submitted to CAAB

The CAAB reserves the right to refuse an application if this Compliance Checklist is not completed in sufficient detail, or contains inaccurate information. Please ensure that the ‘**Operator’s Comments**’ column is completed thoroughly, including references to operations manual entries, supporting documentation and sufficient statements to demonstrate compliance.

Requirement	Operator’s Comments	CAAB’s Comment (SAT/UNSAT)
SPA.ETOPS.100 & AMC1 SPA.ETOPS.105 Applicability for ETOPS operational approval (in excess of 60/120/180 minutes at the approved OEI speed from an adequate aerodrome)		
SPA.ETOPS.105(a) The operator provides evidence that the aeroplane/engine combination holds an ETOPS type design and reliability approval for the intended operation.		
SPA.ETOPS.105(c) The operator provides evidence that the organisation and experience are appropriate to support the intended operation		
AMC1 SPA.ETOPS.105 2 Accelerated ETOPS approval		
AMC1 SPA.ETOPS.105 3 In-service ETOPS approval		
AMC1 SPA.ETOPS.105 (2.1, 3.1, 3.2) Application submitted prior the commencement of ETOPS operations (6 months before in case of “accelerated ETOPS approval”, 3 months before in case of “In-service ETOPS approval”)		
AMC1 SPA.ETOPS.105 (2) Proper identification for the ETOPS Approval Category (90 minutes or less diversion time; 90-180 minutes; above 180 minutes diversion time; above 180 minutes for operators with max pax seating configuration < 19 seats and a MTOM < 45360 Kg)		
AMC1 SPA.ETOPS.105 (4.1.i) Continuing Airworthiness considerations (ref. Appendix 8 to AMC1 SPA.ETOPS.105) have been assessed by the technical member of the team.		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
AMC1 SPA.ETOPS.105 3.2.3 APU in-flight start monitoring programme is acceptable to CAAB		
AMC1 SPA.ETOPS.105 4.1(ii) Proper release considerations about MEL, weather and fuel have been taken in account in accordance with Appendix 2 to AMC1 SPA.ETOPS.105		
AMC1 SPA.ETOPS.105 4.1(iii) All aspects about Flight Planning have been accounted (ref.Appendix 2 to AMC1 SPA.ETOPS.105)		
AMC1 SPA.ETOPS.105 4.1(iv) & SPA.ETOPS.105(b) Training programmes for Flight Crew and for all other personnel involved in these operations are adequate and in accordance with Appendix 4 to AMC1 SPA.ETOPS.105		
AMC1 SPA.ETOPS.105 4.1(v) ETOPS proper procedures implemented for En-route Alternate in accordance with Appendix 3 to AMC1 SPA.ETOPS.105		
AMC1 SPA.ETOPS.105 4.1(vi) Availability, on the basis of routes flown, of proper Communications Equipments (VHF/HF, Data Link, Satellite Communications)		
AMC1 SPA.ETOPS.105 4.2 On the basis of Operator's Approved Diversion Time , all specific requirements are satisfied		
AMC1 SPA.ETOPS.105 (3) ETOPS Operations Manual Supplement (an example of OMS is shown in Appendix 5 to AMC1 SPA.ETOPS.105)		
SPA.ETOPS.105(d) & AMC1 SPA.ETOPS.105 (4) Operator has established Flight Preparation and In-Flight Procedures for ETOPS, and those procedures are listed in the Operations Manual		
AMC1 SPA.ETOPS.105 (5) Applicability of Operational Limitations to the area of operations and the Operator's Approved Diversion Time as detailed in Appendix 1 to AMC1 SPA.ETOPS.105.		
AMC1 SPA.ETOPS.105 (6) ETOPS en-route alternate aerodromes have been selected by the Operator in accordance to applicable operational requirements of Appendix 3 to AMC1 SPA.ETOPS.105.		
AMC1 SPA.ETOPS.105 (7) Prior to conducting ETOPS, each crew member has successfully completed the approved ETOPS Initial & Recurrent training.		
AMC1 SPA.ETOPS.105. 4.1(iii) All aspects about Flight Planning have been accounted (ref. Appendix 2 to AMC1 SPA.ETOPS.105)		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
<p>SPA.ETOPS.110 (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.</p>		
<p>SPA.ETOPS.110 (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 aero plane, whichever is shorter.</p>		
<p>SPA.ETOPS.110 (c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.</p>		
<p>SPA.ETOPS.115 (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.</p>		
<p>SPA.ETOPS.115 (b) The operator shall include in the operations manual the method for determining the operating minima at the planned ETOPS en-route alternate aerodrome.</p>		

I, hereby certify that the above compliance statement is a true reflection of the training, equipment, processes and procedures of company

Signed: Date:

Position in company: