

- (b) The pilot-in-command/commander shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.

## 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.

**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;
- (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;
- (c) the operator's organisation and experience are appropriate to support the intended operation;
- (d) operating procedures have been established.

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

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

Table 1

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

Type of approach	Planning minima
Precision approach	DA/H + 200 ft RVR/VIS + 800 m (*)
Non-precision approach or Circling approach	MDA/H + 400 ft (*) RVR/VIS + 1 500 m

(\*) VIS: visibility; MDA/H: minimum descent altitude/height.

## SUBPART G

**TRANSPORT OF DANGEROUS GOODS****SPA.DG.100 Transport of dangerous goods**

Except as provided for in Annex IV (Part-CAT), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority.

**SPA.DG.105 Approval to transport dangerous goods**

To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions:

- (a) establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel;
- (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on:
  - (1) the operator's policy to transport dangerous goods;
  - (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods;
  - (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried;
  - (4) the response to emergency situations involving dangerous goods;
  - (5) the removal of any possible contamination;
  - (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling;
  - (7) inspection for damage, leakage or contamination;
  - (8) dangerous goods accident and incident reporting.

**SPA.DG.110 Dangerous goods information and documentation**

The operator shall, in accordance with the technical instructions:

- (a) provide written information to the pilot-in-command/commander:
  - (1) about dangerous goods to be carried on the aircraft;
  - (2) for use in responding to in-flight emergencies;
- (b) use an acceptance checklist;
- (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;
- (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination;
- (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;
- (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight;
- (g) retain the training records of all personnel for at least three years.

## SUBPART H

**HELICOPTER OPERATIONS WITH NIGHT VISION IMAGING SYSTEMS****SPA.NVIS.100 Night vision imaging system (NVIS) operations**

- (a) Helicopters shall only be operated under VFR at night with the aid of NVIS if the operator has been approved by the competent authority.
- (b) To obtain such approval by the competent authority, the operator shall:
  - (1) operate in commercial air transport (CAT) and hold a CAT AOC in accordance with Annex III (Part-ORO);
  - (2) demonstrate to the competent authority:
    - (i) compliance with the applicable requirements contained in this Subpart;
    - (ii) the successful integration of all elements of the NVIS.