

plan of substance to recover the passengers, crew, and aircraft in the event of a diversion within a remote area. The plan should be of sufficient detail to demonstrate that the recovery operation can be readily affected, and the basic needs of the diverted customers and crew can be provided for in the interim.

The certificate holder must demonstrate that a regional plan is robust enough to handle diversion scenarios within that region by showing the effectiveness and adequacy of communications; coordination; facilities; accuracy of NOTAM and weather information; and operability of support ground equipment. The recovery plan should also address the care and safety of passengers and crew at the diversion airport, and include the plan of operation to extract the passengers and crew from that airport. The certificate holder must maintain the accuracy and completeness of its recovery plan as part of its annual audit.

Proposed Change to Section 121.161 Airplane Limitations: Type of Route

The FAA proposes to revise section 121.161(a) to create ETOPS route authority within the regulations and to move away from ETOPS conducted under the Administrator's deviation authority.

Explanation

As discussed earlier in this proposal, deviation from section 121.161(a) has been the regulatory basis of ETOPS since its inception. The FAA issued AC 120-42 and AC 120-42A to provide guidance for carriers seeking to conduct ETOPS. However as ETOPS evolved from an exceptional kind of operation to a prevalent kind of operation, the need for amending paragraph 121.161(a) has become apparent. The proposed paragraph 121.161(a) would describe when and where the requirements of ETOPS would apply and furthermore would contain a pointer to the new Appendix O. Appendix O would

contain the approval requirements for the different ETOPS time thresholds and ETOPS areas of applicability. ETOPS would no longer be conducted under the Administrator's deviation authority under this proposal but would have a distinct regulatory basis.

The FAA proposes to add a new paragraph 121.161(d) that would limit operations of reciprocating engine powered airplanes to routes no more than 60 minutes away from an adequate airport at single-engine inoperative speed in still air and standard conditions. This new section would have language allowing the Administrator to grant deviations. The FAA believes that, although not possible at present, reciprocating engines may someday achieve the reliability necessary for operations beyond 60 minutes.

Proposed New Section 121.374 ETOPS Maintenance Requirements

(1) Format changes

ARAC proposal	NPRM draft
121.368 ETOPS Maintenance	121.374 ETOPS Maintenance Elements.
(a) CMP	(a) CMP.
(b) Initial maintenance and training procedures	(b) CAMP.
	(g) Maintenance training.
(c)(1) CMP requirements	Deleted.
(c)(2) Pre-departure service check	(b)(1) Pre-departure service check.
(c)(3) Verification procedures	(b)(3) Verification program.
(c)(4) Preclude dual maintenance	(b)(2)(i) Preclude dual maintenance.
(c)(5) Procedures if dual maintenance cannot be avoided	(b)(2)(ii) Procedures if dual maintenance cannot be avoided.
(c)(6) APU in-flight start program	(f) APU in-flight start program.
(d) Centralized maintenance control	(b)(5) Centralized maintenance control.
(e) Changes to maintenance and training procedures	(h) Procedural changes.
(f) ETOPS task identification	(b)(4) ETOPS task identification.
(g) ETOPS document	(b)(6) ETOPS document.
(h) ETOPS parts control	(b)(7) ETOPS parts control.
(i) ETOPS reliability program	(b)(8) ETOPS reliability program.
None	(b)(8)(i) Reporting requirements.
(j) Investigate each IFSD	(b)(8)(ii) Investigation requirements.
(j) Also contained IFSD rates	(c) Propulsion system monitoring.
(k) Engine condition monitoring	(d) Engine condition monitoring.
(l) Oil consumption program	(e) Oil consumption monitoring.
(m) APU in-flight start program	(f) APU in-flight start program.

Explanation

A crucial element of ETOPS is a robust maintenance program that complements the standard airplane-engine maintenance program. ETOPS maintenance practices are designed to preclude and protect diversions through closely controlled procedures such as engine condition monitoring, oil consumption monitoring, the aggressive resolution of reliability issues, and procedures to reduce the risks of human error during maintenance of airplane systems and engines. For the past 18 years, AC 120-42 and AC 120-42A have provided guidance describing the

specialized maintenance requirements necessary for ETOPS. The FAA proposes to codify the guidance from the AC. These requirements would apply to all airplanes used in ETOPS regardless of the number of the engines installed.

This proposal would require operators to develop an ETOPS maintenance program that addresses or incorporates the following elements:

(a) Configuration, Maintenance, and Procedures (CMP) Compliance

Each certificate holder would have to establish a system to ensure compliance with the CMP. The importance of the

CMP is discussed more fully above in the General Discussion of the Proposal.

(b) Continuous Airworthiness Maintenance Program (CAMP)

A CAMP is a comprehensive oversight program to ensure the continuing airworthiness of an airplane. A CAMP includes but is not limited to maintenance tasks, inspection tasks, auditing requirements, and data analysis. CAMP is required by part 121 Subpart L. The proposed regulation would expand the scope of the CAMP for ETOPS operators to encompass issues unique to ETOPS. The following are considered basic additional