

have successfully completed the certificate holder's ETOPS training program and who have satisfactorily performed extended range tasks under the direct supervision of an FAA certificated maintenance person who has had previous experience with maintaining the particular make and model aircraft being utilized under the certificate holder's maintenance program. For new aircraft introduction, the previous experience for training can be obtained from the manufacturers training program.

(h) Procedural Changes

Following approval of the maintenance and training procedures established to qualify for ETOPS; substantial changes to those procedures must be submitted to the Certificate Holding District Office (CHDO) and approved before they may be adopted. The determination of what constitutes substantial changes should be negotiated between the certificate holder and the CHDO. This is to allow some flexibility depending on the certificate holder's ETOPS experience and performance history. The CHDO may require submission of all changes for a new ETOPS operator or for an operator experiencing difficulties. However, as experience is gained the CHDO may reevaluate what changes it needs to approve.

Continuing Surveillance

As with all other operations, the CHDO may also monitor all aspects of the ETOPS operations it has authorized, to ensure that the levels of reliability achieved in ETOPS operations remain at acceptable levels, and that the operation continues to be conducted safely. In the event that an acceptable level of reliability is not maintained, if significant adverse trends exists, or if critical deficiencies are detected in the type design or in the conduct of ETOPS operations, the CHDO may initiate a special evaluation, impose operational restrictions, and ensure the operator adopts corrective actions in order to resolve the problems in a timely manner. The CHDO should alert the appropriate FAA Aircraft Certification Office and Aircraft Evaluation Group when problems associated with airplane design or operations are identified.

Proposed New Paragraph 121.415(a)(4) Crewmember and Dispatcher Training Requirements

The FAA proposes to add a new requirement to train crewmembers and dispatchers in their roles and responsibilities in the certificate holder's passenger recovery plan to the

certificate holder's approved training program.

Explanation

Crewmember and dispatcher involvement in seeing to the welfare of passengers following a diversion often is an important factor in the success of post diversion passenger handling. With ETOPS and the possibility of diversion to a remote foreign airport with reduced services and facilities available for passenger welfare, it is increasingly important that the certificate holder have a passenger recovery plan and that crew members and dispatchers understand their role in that plan. Current regulations do not require training for crewmembers or dispatchers in their role in a certificate holder's passenger recovery plan. The role of the crewmembers and dispatchers must be defined and the training program tailored around those defined roles.

Proposed Change to Paragraph 121.565(a) Engine Inoperative: Landing; Reporting Below

Explanation

The FAA proposes a minor revision to paragraph 121.565(a) to delete the reference to stopping the rotation of an engine, which applies only to propeller driven airplanes. This is to be replaced with terminology * * * "whenever an engine is shut down * * *" that applies to all reciprocating engines and turbine powered engines.

Proposed New Section 121.624 Dispatch Requirements for an ETOPS Alternate Airport

The FAA proposes to add a regulation, which specifies the dispatch requirements for an ETOPS alternate, and the requirements for a valid ETOPS alternate after takeoff.

Explanation

Most airplanes operate in an environment where there is usually a choice of diversion airports available within a close proximity to the route of flight. The available airports usually have significant infrastructure and facilities for routine handling of aircraft, crews, and passengers. An airplane conducting ETOPS may have only one alternate within a range dictated by the endurance of a particular airframe system (for example, cargo fire suppressant) and therefore the approved maximum diversion time for that route. Additionally, the alternates may be isolated and less completely equipped to deal with passenger aircraft. Therefore, it is important that any airport designated as an ETOPS alternate has the capabilities, services

and facilities to safely support the airplane and its passengers and crew during the diversion.

A regulatory requirement for an ETOPS alternate meets a prudent planning requirement for an en route diversion alternative for all long-range aircraft in the event of an engine failure, an airplane system failure or a serious passenger problem. A new regulation is required to specify the dispatch and en route requirements for ETOPS alternates. In addition, past experience in ETOPS operations of twin-engine aircraft with en route diversions for reasons other than engine failure justify the imposition of a requirement to designate en route alternate for all long-range operations with airplanes with two or more engines. The additional operational challenges of these routes are equally demanding of all airplanes, regardless of the number of engines, and include such issues as extremes in terrain and meteorology, as well as limited navigation and communications infrastructure.

At dispatch, an enroute alternate must meet the alternate weather requirements specified in the certificate holder's operations specifications. Due to the natural variability of weather conditions with time, as well as the need to determine the suitability of a particular enroute alternate prior to departure, such requirements are higher than the weather minimums required to initiate an instrument approach. This is necessary to assure that the instrument approach can be conducted safely if the flight must divert to an alternate airport. The visual reference necessary to safely complete an approach and landing is determined, among other things, by the accuracy with which the airplane can be controlled along the approach path by reference to instruments and the accuracy of the ground-based instrument aids, as well as the tasks the pilot is required to accomplish to maneuver the airplane so as to complete the landing. For these reasons the weather minima for non-precision approaches are generally higher than for precision approaches.

The weather conditions at the time of arrival should provide a high assurance that adequate visual references are available upon arrival at decision height (DH) or minimum descent altitude (MDA), and the surface wind conditions and corresponding runway surface conditions must be within acceptable limits to permit the approach and landing to be safely completed with an engine and/or systems inoperative.

The proposed section (d) would require operators to designate only those airports as ETOPS alternates that