

proposes that eligibility of an air carrier to conduct ETOPS beyond 180 minutes will be dependant on the air carrier already having ETOPS approval to conduct 180-minute ETOPS with the requested airplane and engine combination. It will therefore not be possible for the air carrier to bypass the 180-minute ETOPS approval process before making application for ETOPS approvals beyond 180-minutes.

Air carriers that are authorized to conduct ETOPS beyond 180-minutes will be required to consider all available airports that are within 180-minutes of the routing being planned for use as ETOPS alternates. This is to minimize the dispatch diversion time to 180-minutes when possible, and thereby minimizes the risk of the extended exposure when possible. The proposed rule in Appendix O requires that:

"In conducting all such operations, operators shall make every attempt to minimize diversion time along the preferred track and plan ETOPS at maximum diversion distances of 180 minutes or less. If conditions prevent the use of adequate airports within 180 minutes as ETOPS alternates, the route may be flown beyond 180 minutes subject to the requirements provided for the specific area of operations."

In March 2000 the FAA implemented the 207-minute ETOPS policy that required certain airplane system capabilities and that specific equipment be operable at time of dispatch or flight release for a 207-minute planned route. This included enhanced communication capability with the use of SATCOM, or with the use of SATCOM data link. It also required that the flight crew before entering the extended range entry point receive company communication to update the flight plan information based on a review of the airplane status and systems capability, as well as an update on all available alternates along the flight route. For airplane capabilities, single engine autoland is required to be operative at dispatch for a 207-minute ETOPS flight. The policy letter also specified additional system and equipment operability that cannot be deferred for such operations through the use of a minimum equipment list (MEL). This includes the fuel quantity indicating system (FQIS), the auxiliary power unit (APU) to its full electrical and pneumatic designed capability, and the autothrottle system.

The ETOPS ARAC recommended that the additional requirements that were introduced by the FAA for 207-minute ETOPS continue as requirements for all ETOPS diversion authorizations greater than 180-minutes. The FAA accepts the recommendation.

(1) North Pacific

ETOPS authority for the North Pacific area of operation is a codification of the FAA 207-minute ETOPS policy letter. This authority allows on a flight by flight exception basis flight planning to an ETOPS alternate up to 207-minutes, when an ETOPS alternate within 180-minutes is not available. As with the previous 207-minute ETOPS policy, this exception is limited to circumstances such as political or military concern, volcanic activity, airport weather below dispatch requirements, temporary airport conditions and other weather related events. The airplane and engine combination must as a minimum be ETOPS type design approved for 180-minutes and configured to the standards specified in the CMP document for 180-minutes. All flight operations dispatched or released to 207-minute ETOPS standards have to comply with an approved MEL required for 180-minutes that includes the additional items specified in this part for operations beyond 180-minutes. In all cases, the time required to fly the distance to the planned ETOPS alternate or alternates, at the approved one engine inoperative cruise speed, in still air and standard day temperature, may not exceed the time specified in the Airplane Flight Manual for the airplane's most time limited system time minus 15 minutes. This means that the most time limiting system on the airplane used for a 207-minute ETOPS flight cannot be less than 222-minutes.

(2) Polar Area (North Pole) and North of NOPAC

This authorization for use in the North Pole allows for a diversion authority of 240-minutes on a flight-by-flight exception basis. This dispatch authority may be used when the area experiences temporary extreme weather conditions that cause airport closures, extreme cold temperatures, or weather below dispatch minimums. Consideration for other weather related conditions and events such as volcanic activity that are particular to this area of the world may be given.

The operator will be required to establish criteria to be used when flight planning in order to determine if the use of a 240-minute authority is appropriate in order to designate an ETOPS alternate. These criteria and procedures developed must be accepted by the FAA and published in the certificate holder's manual for the use of dispatchers and pilots.

For such operations, the airframe and engine combination must be type design approved for a minimum of 240 minute

ETOPS and configured to the standards as specified in the Configuration Maintenance and Procedures (CMP) Standard for such operations. For such operations, the requirements in paragraph C, Polar Area (North & South Pole) and ETOPS beyond 180 minutes North of the NOPAC area, of this appendix apply.

(3) 240 Minutes Area of Operations

There are several geographical areas that have few airports available for use as an ETOPS alternate, and those airports are situated at a distance beyond what could be flown in 180-minutes. These areas include the Pacific oceanic areas between the U.S. west coast and Australia, New Zealand and Polynesia; the south Atlantic oceanic areas; the Indian Oceanic areas; and the oceanic areas between Australia and South America. The FAA proposes that a diversion authority of up to 240-minutes be established for use in these geographical areas. Operators that apply for this authority must have as a prerequisite 180-minute ETOPS authority and experience with the requested airframe and engine combination.

When planning flight routes in these areas, the operator will be required to designate the nearest available ETOPS alternate along the planned flight route, and always within a maximum of 240-minutes. Whenever possible along the planned route, designated ETOPS alternates should be within 180-minutes. In all cases for ETOPS beyond 180 minutes, the time required to fly the distance to the planned ETOPS alternate(s), at the approved one engine inoperative cruise speed, correcting for wind and temperature, may not exceed the time specified in the Airplane Flight Manual for the airplanes most time limited system time (except for cargo fire suppression), minus 15 minutes. The flight routing must also be within the time required to fly the distance to the planned ETOPS alternate or alternates, at the all engines operating cruise speed, correcting for wind and temperature, that is specified in the Airplane Flight Manual for the airplane's cargo fire suppression system time minus, 15 minutes.

For such operations, the airframe/engine combination must be type design approved for a minimum of 240 minute ETOPS and configured to the standards as specified in the Configuration Maintenance and Procedures (CMP) Standard for such operations.