

long-range turbine-powered airplane to go from initial design to the time it is commonly available to the majority of certificate holders. However, this transition period applies only to type design. The transition period will allow manufacturers to produce newly compliant aircraft and for those aircraft to become readily available in the aircraft marketplace. The operational practices required in part 135 Subpart H would become effective immediately. These standards for operation, maintenance and dispatching of ETOPS would contribute to the continued safe operation of part 135 long-range aircraft operations.

(5) Approved One-Engine Inoperative Speed

When scheduled air carriers apply for route authority over a route requiring ETOPS, FAA approves a one-engine inoperative speed for a specific route flown by that operator in a specific airplane model. This speed is then used to determine fuel reserves and maximum diversion distances for all subsequent flights. Unlike scheduled air carriers, an on-demand operator may only operate once over any given route-of-flight, and they must be able to do so with relatively short notice. Flexibility is required for ETOPS conducted in accordance with part 135. It is therefore not feasible to require pre-approval of a

single one-engine inoperative speed for certificate holders operating ETOPS on each route in accordance with part 135. Instead, when a certificate holder applies for ETOPS approval, the operator will suggest a range of speeds within the certified limits for a specific model of airplane. The FAA will approve this range of speeds for that operator. When planning for a specific flight, the certificate holder will select a single speed within this range and ensure that this selected speed is used to determine both fuel reserves and maximum diversion distances.

(6) Polar Operations

The increasing use of Polar flights, while creating economic benefits, has brought new challenges to the extended operations. Due to these pressures and to the increasing commonality of all long-range operations, the data began to show that ETOPS requirements and processes are generally applicable to all long-range operations including those by three and four engine airplanes and would improve the safety and viability of all long range operations. The FAA polar policy issued March 2001 provides the requirements for approval to conduct these operations. Given the nature of part 135 on-demand operations, it is conceivable that flights in the designated polar area may occur. Polar operations require the designation

of airports that may be used in the event a diversion is necessary, and it requires that the operator have a passenger recovery plan. The recovery plan should 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 would have to maintain the accuracy and completeness of its recovery plan. As the rule would apply to those part 135 on-demand operations that can be conducted less than 180 minutes from an airport as well as those operations conducted as ETOPS, the FAA proposes section 135.98 to be a separate requirement from ETOPS requirements. The proposed section 135.98 for polar operations excludes intrastate operations within the State of Alaska.

FAA General Changes to the ARAC Proposal for Part 135

The following table cross-references the ARAC proposed rules with what the FAA has proposed in this NPRM. The ARAC proposal included several requirements that were in their Advisory Circular, but were not included in their proposed rules. The FAA has therefore included these ARAC Advisory Circular requirements into this NPRM in order to codify the ARAC proposal.

ARAC proposal	NPRM
135 Appendix H ETOPS	135 Appendix H ETOPS.
Paragraph H Maintenance Program Requirements	Paragraph Maintenance. Program Requirements.
None	H(a) Configuration, Maintenance & Procedures (CMP).
H(a) CAMP	H(b) CAMP.
None	H(b)(1) ETOPS Pre-departure service check.
H(2)(a) procedures to preclude dual maintenance	H(b)(2) procedures to preclude dual maintenance.
H(2)(b) verification procedures	H(b)(3) verification program.
None	H(b)(4) task identification.
None	H(b)(5) centralized maintenance control procedures.
None	H(b)(6) ETOPS program document.
None	H(b)(7) ETOPS parts control.
None	H(b)(8) Enhanced CAS.
H(3) reporting requirements	H(b)(8)(a) reporting requirements.
H(4) periodic report of engine hours & cycles	None.
H(5) corrective action	H(b)(8)(b) corrective action.
None	H(c) propulsion system monitoring.
None	H(d) engine condition monitoring.
None	H(e) oil consumption monitoring.
H(2)(c) APU in-flight start program	H(f) APU in-flight start program.
None	H(g) maintenance training.
None	H(h) procedural changes.

Section-by-Section Discussion of the Proposed Changes to Part 135

Proposed New Section 135.98 Polar Operations

The FAA proposes a new rule for the conduct of flights in the North Pole area

as defined as the region north of N 78°00'.

Explanation

Operations in this defined area, with the exception of intrastate operations within the State of Alaska, would require specific approval. Operators

applying for polar authority would be required to address specific areas identified in proposed paragraphs 135.98 (1) through (8). All certificate holders conducting polar operations would have to develop a plan for recovering passengers at designated diversion airports. The recovery plan